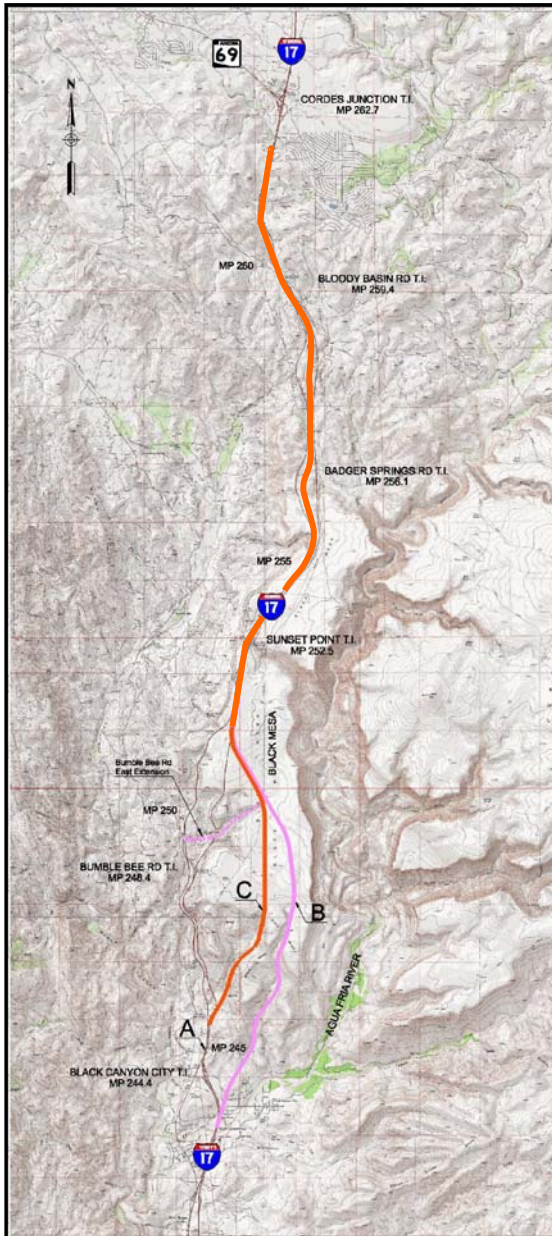
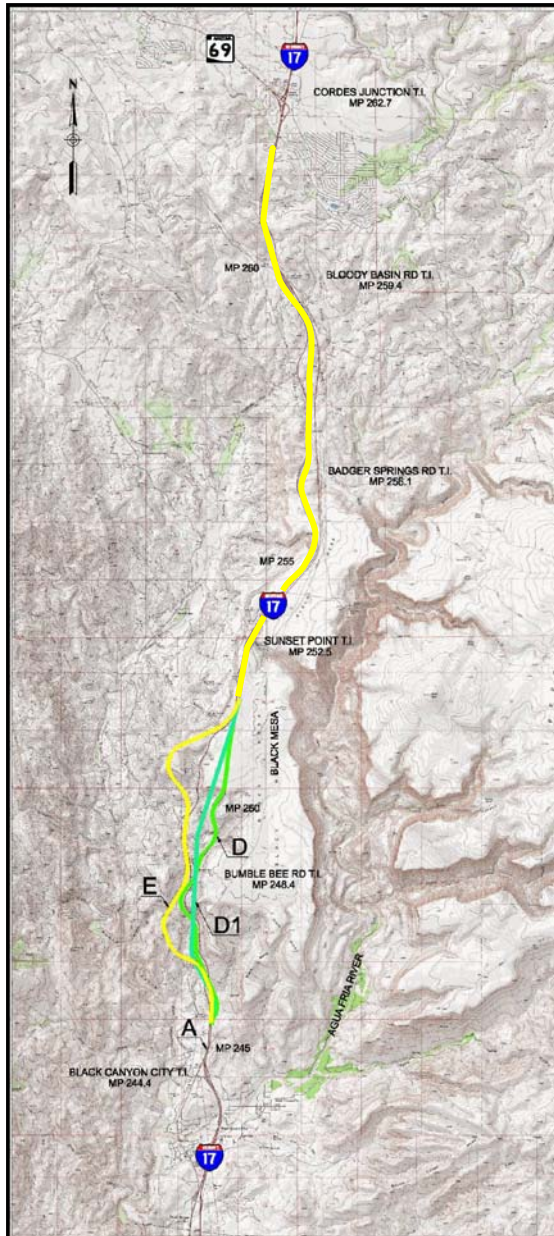


East Corridor Alternatives



ALTERNATIVE B		ALTERNATIVE C	
ADVANTAGES	DISADVANTAGES	ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • 7.7 miles of alternate route provided • Most existing interchanges retained • Minimal traffic disruption during construction 	<ul style="list-style-type: none"> • High impact probability to wildlife–habitat fragmentation • High impact to AFNM resources • High visual impacts • Multiple residential displacements 	<ul style="list-style-type: none"> • 6.0 miles of alternate route provided • Most existing interchanges retained • Minimal traffic disruption during construction • No residential or commercial displacements 	<ul style="list-style-type: none"> • Very steep roadway grades (10%) • High impact probability to wildlife–habitat fragmentation • High impact to AFNM resources • High visual impacts

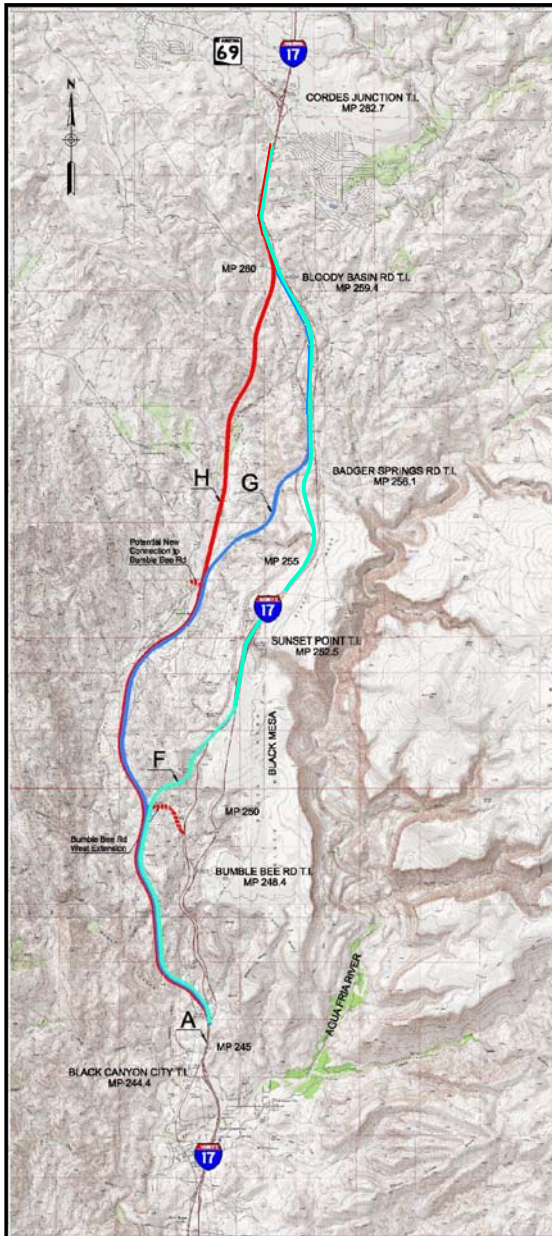
Middle Corridor Alternatives



ALTERNATIVE A		ALTERNATIVE D	
ADVANTAGES	DISADVANTAGES	ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • All existing interchanges retained • Right-of-way requirements are low • Potential improvements to wildlife movements 	<ul style="list-style-type: none"> • Construction very disruptive to traffic • Existing roadway has steep grades and sharp curves • Minor impact to AFNM 	<ul style="list-style-type: none"> • All existing interchanges retained • Right-of-way requirements are low • Minor impact probability to wildlife–habitat fragmentation 	<ul style="list-style-type: none"> • Construction disruptive to traffic • Unstable soils/ slopes & high rock fall hazard • 4 mining claims affected

ALTERNATIVE D-1		ALTERNATIVE E	
ADVANTAGES	DISADVANTAGES	ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • All existing interchanges retained • Right-of-way requirements are low • Minor impact probability to wildlife – habitat fragmentation 	<ul style="list-style-type: none"> • Soil conditions generally unfavorable for tunneling • Tunnel costs very high • Must retain existing roadway for hazardous cargo 	<ul style="list-style-type: none"> • Most existing interchanges retained • Moderate traffic impacts during construction • Moderate impact probability to wildlife – habitat fragmentation 	<ul style="list-style-type: none"> • Existing recreational trails severed • 7 mining claims affected • Moderate to high visual impacts • Potential impacts to wildlife water catchment

West Corridor Alternatives



ALTERNATIVE F		ALTERNATIVE G	
ADVANTAGES	DISADVANTAGES	ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • 6.8 miles of alternate route provided • Most existing interchanges retained • Minimal traffic disruption during construction • No impact to AFNM resources 	<ul style="list-style-type: none"> • Very steep roadway grades (10%) • 17 mining claims affected • Moderate to high visual impacts • High impact probability to wildlife – habitat fragmentation 	<ul style="list-style-type: none"> • 12.0 miles of alternate route provided • Minimal traffic disruption during construction • No impact to AFNM resources 	<ul style="list-style-type: none"> • Potential impacts to Sunset Point TI and rest area access • 17 mining claims affected • High impact probability to wildlife – habitat fragmentation • Potential impacts to wildlife water catchment

ALTERNATIVE H	
ADVANTAGES	DISADVANTAGES
<ul style="list-style-type: none"> • 14.7 miles of alternate route provided • Minimal traffic disruption during construction • No impact to AFNM resources 	<ul style="list-style-type: none"> • Potential impacts to Sunset Point TI, rest area, and Badger Springs TI access • 21 mining claims affected • Moderate to high visual impacts • High impact probability to wildlife – habitat fragmentation